



JAGUAR JOURNAL™

Official Magazine of the Jaguar Clubs of North America

May-June 2023

San Francisco AGM: With/Without Flowers (or Hair)



Brilliant Bolide – XJ12C (trigonometry rocks)
Our Jag hobby explored: Selling them
Reverse entropy SS100

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JAGUAR JOURNAL

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NEWS & VIEWS

- 4 **Blowin' Smoke** More gloom, hopefully no doom
- 6 **News & Views** Foundation and Heritage highlights
- 10 ... **President's Perspective** Anyone got a creative money-spinner?
- 11 ... **Northeast Report** Something for everyone
- 12 ... **Canada Calling** EVs in Canada? Not so hot
- 13 ... **Continental Drift** Recycled Callum is cool

FEATURES

- 26 ... **Hobby Help** Tips on selling

SHOW & SPORT

- 20 ... **Reverse Entropy** SS100 becomes more original

WORKSHOP & TECHNICAL

- 30 ... **XJ12 Coupe** Rahm does it right

MARKETPLACE

- 40 ... **Market Musings** David Brill's new column
- 42 ... **Classifieds** Free ads for members
- 42 ... **Advertiser Index**

CLUBS

- 14 ... **AGM Notes** Kudos to all who helped and attended
- 44 ... **JCNA Information** Check the new officer appointments
- 45 ... **Calendar** More dates than a history book
- 46 ... **Member Spotlight** David Reilly, a sad loss

COVER PHOTO

Cover Photo: Handsome from any angle, this trick Texas coupe packs some well-executed modifications.



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Blowin' Smoke

Pride cometh before the fall?

Peter Crespin

Baby boomers who cast their minds back to the 1950s and 1960s will recall that a staple of children's TV was the selection of cartoons by studios such as MGM, Warner Brothers, Hanna-Barbera, et al. If you close your eyes you can probably imagine typical scenes with Tom and Jerry at each other's throats or Popeye and Olive Oyl bickering. Later came The Jetsons, Top Cat and the Flintstones, etc., which were more than sufficient to keep youngsters amused if it was raining outside, or there was a spare 10 minutes to fill before your favourite program.

THEN AND NOW

Growing up, many of us gained rudimentary understanding of the animation process, being the filming of single frames projected in sequence to give the illusion of movement. Some of us may even have created very brief animations of our own, by drawing a series of stick figures in sequence on the corners of a notebook and flicking through the pages. Whether or not the process amused us, it was least possible to somewhat understand the technique. In today's language, animation technology was 'accessible.'

During a recent family visit to see a new grandson, I had occasion to sample the output of some of today's masters of animation such as Pixar and Disney. Even allowing for the fact I was watching on a flat screen TV about six feet across, the results were mind-blowing. The colors, level of detail and sheer *quantity* of animated movement happening on screen gave the impression

that nothing was impossible or too costly. What would once have occupied a small army of animators painting cells one-by-one (merely animating the main characters on a static background) is now seemingly the work of moments and a few dollars to program some software to spit out the desired action sequence. How else does one explain scenes full of constantly moving, breathing, blinking characters, where in the past the aim was to keep most elements rock-steady to save money and not distract from the central action? Given that it doesn't affect the storyline for good or ill, it's hard to escape the conclusion that some of today's luxuriant animation-inflation is provided just 'because we can.' I get feeling cars are also heading that way these days.

THE SYNERGY OPTION

The first time I visited JLR's former Mahwah HQ in early 2014, I was treated politely but coolly. I have no problem with that, since nobody there knew me, or vice versa. The real reason soon became clear when I was told by one staffer that JCNA (and by implication *Jaguar Journal*) were seen by JLR as "custodians of the heritage" (aka 'The Past') whereas the company's focus was on selling new cars (aka 'The Future'). Fair enough, but they are not mutually exclusive. Indeed, for a marque like Jaguar so rich in heritage and with a following so steeped in the mystique of style, performance and luxury, the brand's heritage is the very essence and proof of that mystique. Few people choose a new Jaguar because it

gets better gas mileage than an F150 or holds more luggage than a Corolla. They buy with their heart as well as their head and *Jaguar Journal* could (and does) help with both.

REIMAGINING A JAGUAR CEO

It would be churlish to accuse Thierry Bolloré of driving Jaguar into the ground, and he is not the only CEO to be shown the door. Yet the whole tenor of his initial 'reimagining' spiel lacked substance from an ex-Michelin guy who only lasted nine months as Renault CEO. As Doug Uffen points out on page 12, has nobody in Mahwah driven an EV in rural Canadian (or mid-western) winter? Having canned the near-launch electric XJ, he championed what appears to be a Jaguar version of Pixar's animation inflation, planning to offer gee-whizz gizmos for gizmos' sake. How do you inspire a 'unique customer experience' from a marque you don't feel in your own soul? Jaguars aren't a poor man's Bentley or a cheap Aston. They certainly aren't a Renault or Nissan.

My football team is having a poor season by their own standards but they will certainly be around next season and ready to compete with the best on the domestic and international stage. Will Jaguar's unique customer experience team create a winning formula, or a one- or two-car range of gimmicky computers on wheels? 

Peter



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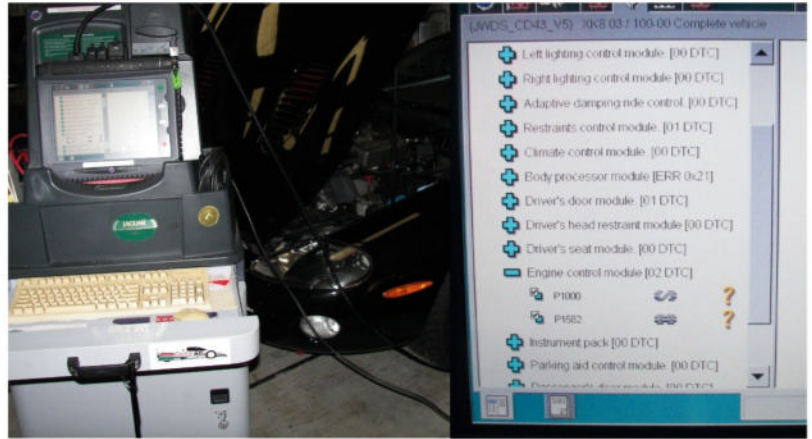
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Two World Diagnostic Systems (WDS) in the truck headed for freight to California and Texas.



A foundation patron's XK8 being corrected. It had a failed wheel speed sensor and a coil misfire, and the system made a successful diagnosis of each.

Many old car clubs offer archive services for workshop literature and printed materials such as catalogs or spares lists. Unlike other classic British car clubs, however, North American Jaguar enthusiasts drive and work on far more modern Jaguars too, which require more complex technological support than the typical mechanical special tools.

Thankfully, the Coventry Foundation specializes in support for all Jaguar owners and has started rolling out the necessary technology to help keep more recent models on the road.

Jaguar Journal has previously reported the establishment of a West Coast tool loan repository, courtesy of Tom Krefetz at Classic Showcase In Oceanside, California, and now the foundation has restored and dispatched three WDS (World Diagnostic System) computerized test stands nationwide. One is in the northeastern USA (Dean Cusano's Motorcars International), one in the west (Tom Krefetz again) and one in the South Central region (Texas location being finalized). The southern WDS is retained at the Columbia, South Carolina, location. Use of these test facilities is free to JCNA and foundation members,

although, of course, that would not include any remedial work that may be required to correct the fault(s) discovered. These machines are very valuable in keeping 1995 to 2009 Jaguars on the road, and could be worth a long drive to your nearest facility if it made the difference between keeping or scrapping a car. Foundation staff have also recently learned how to use the IDS software on the machines, which greatly extends their use. These machines do much more than a non-factory handheld scanner, including programming keys, which is always an issue. Contact the foundation for further details. 📞

Macs R Us

New version of the Spares/TSB database

Following on from the recent launch of the Coventry Foundation searchable database of Jaguar technical literature, the foundation has completed development

of a version suitable for users of Macintosh computers or operating systems. Some of us still think of a waterproof overcoat when we hear the word Mac or

Macintosh, but for those who like their computers 'Apple-sourced', contact www.coventryfoundation.org for details. 📞

Heritage Highlights

Unveiling at Bloomfield Road, Blackpool

By Tony Merrygold

On a very wet and windy Tuesday morning in January, the Jaguar Daimler Heritage Trust and the Deputy Mayor of Blackpool completed a task that had been planned for the September 2020 Centenary celebrations by unveiling a blue plaque on the original Swallow Sidecars factory on Bloomfield Road, Blackpool.

The building has been extended and put to a number of different uses since Swallow moved out in 1926 and is now home to The Armfield Club – the supporters' club for Blackpool Football Club, just around the corner. A blue plaque had been fitted to this building over twenty years ago and at some point during renovations it had been removed and mislaid. As part of our Centenary celebrations in 2022, we contacted the Blackpool Civic Trust and put in motion plans to produce a new plaque, have it installed and unveiled by the Mayor.

The chosen date was Friday, 9 September, the start of our Centenary celebrations weekend in Blackpool. Sadly, HM the Queen died on the Thursday and all civic and mayoral duties were cancelled for the period of mourning. While the weekend in Blackpool went ahead,



PHP 42G Outside Bloomfield Road
2023.01.10. (JDHT)



PHP 42G with Sir William Lyons outside Bloomfield Road in 1969. (JDHT)

the unveiling didn't – leaving two strategically-drilled holes in the wall of the building.

To coincide with other Blackpool-related Trust activities, the unveiling was re-scheduled for January, this time with the Deputy Mayor lined up to do the honours. Typical Blackpool winter weather caused the proceedings to vary slightly from our carefully-choreographed plans. The blue plaque was fitted to the already-drilled holes, the manager of the Armfield Club opened up the building for the morning, laid on refreshments and we trailed our Brough Superior and Swallow sidecar together with our Blackpool-built Austin Seven Swallow from Gaydon. To complete the tableau, I arrived in Sir William Lyons' 1968 XJ6, to recreate a period picture from 1969.



In pride of place, literally and figuratively.
(JDHT)

The original plan was to park the sidecar on one side of the building steps and the Austin Seven on the other, suitably framing the assembled group while the Deputy Mayor made his speech and unveiled the plaque. We did not think that some genuine Blackpool rain would be a suitable addition to the upholstery of the sidecar

and the Seven Swallow, and serried ranks of umbrellas do not a good photograph make.

Our hasty compromise was placing the Brough and sidecar in front of the steps and assembling the relevant people under the canopy for the five minutes it took the *Blackpool Gazette* photographer to take a couple of suitable shots. The sidecar was quickly returned to the safety of the trailer and we all retired to the warmth of the club for a tour of the building and refreshments.

I spoke briefly, to explain the relevance and history of the event, and presented the Deputy Mayor with an engraved glass 'Trust Centenary Trophy' to mark the occasion, which will take pride of place in the mayor's parlour.

This plaque now means there are three in Blackpool related to the



Sidecar and people outside the club. Left to right: Deputy Mayor Peter Hunter, Deputy Mayoress Mrs. Anne-Marie Hunter, Tony Merrygold on Brough, Joan Humble, chair of Blackpool Civic Trust (in sidecar), John Barnett, patron of Blackpool Civic Trust. (Blackpool Gazette)

history of Swallow Sidecars, the others being on William Walmsley's house in King Edward Avenue and

at the site of the Cocker Street factory that the company moved to in 1926. 📍

Arms And The Cat

Tony Merrygold writes I never cease to be amazed by the depths of people's love of the Jaguar marque. One of the people present at the Bloomfield Road blue plaque unveiling on 10th January 2023 was John Barnett MBE, the Patron of Blackpool Civic Trust. We have met on a number of our trips to Blackpool and he is a long term fan of Jaguars and owns a beautiful blue E-Type.

When he was appointed as High Sheriff of Lancashire he was granted the right to have a Coat of Arms and Crest designed by Her Majesty's College of Arms, 'to be borne and

used by him and his descendants.' His family helped design the Arms and Crest and he wanted them to represent both his home town of Blackpool and his love of Jaguars.

The Arms and Crest were duly authorized in 2012, and while not worth explaining the design in its entirety, I draw your attention to the very top of his crest. - 'A Tower with port proper masoned Sable thereon a Jaguar couchant guardant.'

His love of Jaguar's is now recorded forever at the College of Arms. Even Sir William never achieved that! 📍



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President's Perspective

Calling all creatives...

John Boswell

Another successful AGM and officer elections are in the books. I want to acknowledge all of you that took time out of your busy schedules to join us in San Francisco, and to thank you for your continued support and confidence in my ability to lead JCNA for another year. Together, we will continue to move the organization forward.

As a group, we need to increase awareness of the benefits, and the importance of services offered by JCNA to our affiliates. Volunteer organizations like ours survive because of member involvement. If volunteer help with key club tasks dries up, we have to contract-out those services (thereby increasing costs) to keep JCNA "firing on all cylinders." As I've stated in previous columns, it wasn't that long ago I was content to just belong to my local club. I had no serious interest in what JCNA were doing. I would venture to guess that the majority of individual members may be of the same mind. My hope is that when you read this message, you'll review your own participation to determine if you need to get more involved in your home club and the more far-reaching North American aspects of JCNA.

SURPLUS ACHIEVED

Guided by JCNA's five-year financial plan, your Board of Directors is working on plans to boost our reserve balance to be at least equal

to one year's operating expenses. That being said, 2022 was the first year since 2017 that JCNA made a small profit and did not have to pull funds out of our reserves. We had planned to achieve our reserves target by end 2024. Unfortunately, because of inflation racing to 8% and other increased costs, our five-year forecast prediction is that without some changes to match the current tougher financial climate, our reserves will be depleted to almost nothing by 2028. As a board we must not let that happen, and at the AGM, we determined that an increase in dues by another \$15-\$18 would alleviate this problem, unless we can come up with other solutions to generate revenue.

CREATIVE OPTIONS WELCOME

Not surprisingly, having just recently increased the dues once to build up our cash reserves, I made clear at the AGM that inflation or no inflation, a second dues increase should be very much the last resort. One of my high priority goals in 2023 is to find ways to generate enough revenue to meet our financial goals without increasing dues. Together, we need to come up with other methods of generating revenue and keeping the club solvent. One of the most effective methods is to increase the size of the JCNA membership. Every new member we recruit, or lapsed member encourage to rejoin, helps to distribute

the cost of operating the club. If every member can engage with a prospective member and get him/her to join/rejoin this year, it would help alleviate our financial issues. I remember when JCNA members implemented a plan like this, and our numbers increased by more than 50%. If any member has an alternative suggestion that will help the group increase revenue, please send your ideas to the board for discussion. Why not organize a club night locally with this as your topic? Good things happen when creative minds focus on important issues.

COMING UP...

We were able to approve the 2024 AGM and IJF schedule. Both events will be moving back to the east coast. The AGM will be held in North Carolina and the IJF in South Carolina. Now that the proposals have been approved, the responsible clubs will be working on signing contracts and making detailed plans available to JNCA for publication in the *Jaguar Journal* and on our web site. My next challenge is to talk with clubs in the Central region to see who would like to step up and host our 2025 events. My vision is to move these two major events through our three regions (East, Central, and West) so that all members have a major JCNA event close to home at least once every third year.

See you on the road! 🍷

John

Northeast Region Report

Fun is never out of season

By Bill Beible

The eleven Northeast Region clubs drove out of the covid fog, let the cats loose and enjoyed a normal year in 2022. Club members were, once again, able to gather and socialize freely at picnics, breakfasts, lunches and dinner meetings – and they did! Driving events including wine and drive tours, gimmick rallies and destination drives offered by many clubs. Ice cream runs have proven very popular with members of J.A.G. Buffalo. Seven slalom competitions were staged during 2022, including two each by the Nation's Capital Jaguar Owners Club, Jaguar Association of New England and the Jaguar Association of Central New York.

Five clubs (Jaguar Drivers Club of Long Island, Delaware Valley, Nations Capital, JANE and Jaguar Club of Southern New England) organized and hosted JCNA-sanctioned concours. All of these shows were held in breathtaking historical venues including, respectively, the Vanderbilt estate, Centerport, New York; Historic Hope Lodge, Fort Washington, Pennsylvania; George Mason's Gunston Hall, Lorton, Virginia; Longfellow's Way side Inn, Sudbury, Massachusetts; and Lyman Orchards, Middlefield, Connecticut. The Long Island, Delaware Valley and Nation's Capital clubs' concours were parts of larger shows that included other British marques and drew large crowds of spectators who enjoyed the beauty and heritage of the Jaguars and other classic cars. Members also proudly showed their cars in many high-level non-sanctioned competitive events,

community shows, parades and other similar venues. The Jaguar Touring Club produced their 'Cats in the Garden' show on the beautiful grounds of the Van Vleck Estate in Montclair, New Jersey. The Jaguar Association of Central New York conducted the only sanctioned rally competition within the Northeast region this year.

Again, this year, Delaware Valley Jaguar Club members enjoyed a three-day fall event together, 'Jaguars on the Chesapeake,' in Rock Hall, Maryland. Activities included sailing, a beautiful scenic drive through a wildlife refuge in the rural eastern shore of Maryland, participation in a car show at a local yacht club with plenty of seafood and relaxation throughout the weekend.

Several of our region's clubs actively supported a variety of charitable causes. Long Island members continued their participation in the annual 'Wreaths Across America' program that remembers fallen US veterans, honors those who currently serve and teaches children the value of freedom. The Nation's Capital and Delaware Valley clubs each co-sponsored 'America's British Reliability Run' fund-raising drives in their respective areas. Funds raised through the efforts of individual entrants from their respective clubs support a designated charity selected for each location. 'Our Military Kids' charity was,



Not quite a white Christmas, but all the fun of a sleigh ride behind 275 V12 horsepower.

once again, the beneficiary - to the tune of \$54,000 - of the DC Region ABRR. Two-person teams followed a 400-mile route through the scenic Virginia Blue Ridge mountains. On a picture-perfect fall weekend, Pennsylvania ABRR teams traveled nearly 400 miles through south central Pennsylvania, Maryland, West Virginia and Virginia and contributed over \$47,000 to the Shriners Hospitals. The Delaware Valley club also participated in a multi-marque food drive just prior to Thanksgiving. The thirteenth annual 'British Wheels on the Green' cars show, hosted by the Jaguar Club of Southern New England, was held on the polo grounds in Farmington, Connecticut. Proceeds benefited the Breast Friends Fund (metastatic breast cancer research) and the Hometown Foundation (Special Olympics).

Most clubs closed out 2022 with holiday-themed events. Santa Claus was escorted in style through the streets of Old Town Alexandria, Virginia, by classy Jaguars from the Nation's Capital Jaguar Owners Club. The clubs of the Northeast Region anticipate a full calendar of events in 2023 and invite you to join with them as they have fun with their friends and their Jaguars. 🐾



Canada Calling 2.0

Jaguar going all-electric in 2025: will Canada follow suit?

By Doug Uffen

Speaking at an announcement of JLR's 'Reimagine' plan, former JLR CEO Bolloré confirmed that Jaguar will only build all-electric cars starting in 2025 and that JLR would be leaving the SUV market to the Land Rover brand. Bolloré's exit in late 2022 came as JLR struggled to ramp up production, contend with industry-wide semiconductor shortages and achieve fiscal profitability. Adrian Mardell, former head of JLR Finance, became interim CEO in January of 2023 and acknowledged in November 2022 that JLR was "behind the clock" in dealing with the chip problem. Will Jaguar reach their 2025 all-electric goal?

The Canadian Environment Minister announced new regulations in December 2022 that would make it mandatory for 20 percent of all passenger cars, SUVs and trucks sold in Canada in 2026 to run on electricity. By 2030, that proportion is expected to triple to 60 percent of all sales. By 2035, every passenger vehicle sold in Canada will need to be electric. While regulators strive towards these desired goals, will the Canadian consumer follow suit? Will the electrical grid be expanded sufficiently to meet these timelines?

Battery manufacturers are making great strides in technology, offering extended driving ranges for electric vehicles (EVs). Even so, EVs are more popular today in large Canadian urban centres like Toronto and Vancouver as commuters begin to adopt their use. Public charging stations are more prevalent in these locales, but in-home charging stations are making EV ownership more practical and convenient for

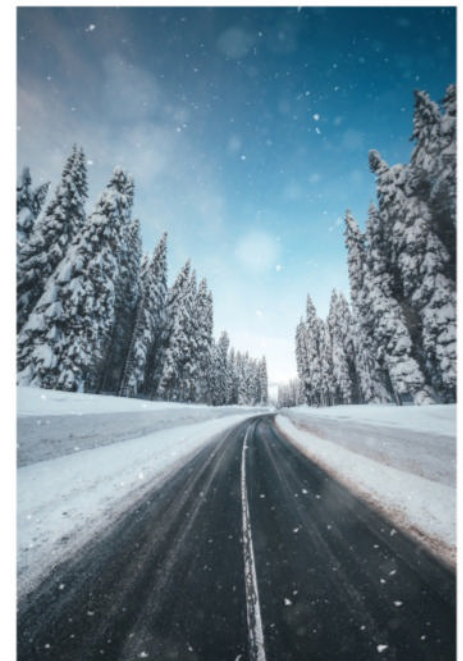
city dwellers able to park in their own parking spot. Leaving the EV vehicle plugged in overnight permits its use the next day.

Canada is a large country with vast distances to travel. Rural Canadians may have plenty of parking space but do not have convenient access to charging stations yet. Heck, there are regions where you can drive 50 miles and still not see a gas station, let alone a charging station. The longest driving ranges for EVs are offered during the summer season while winter cold conditions limit battery power. Canada is known for its cold winters. Temperatures across the prairies can reach -30 degrees Celsius and stay there for a week or two at a time. For EVs, performance in extreme cold is not an issue, it is the drop in driving range that is the problem. In cold weather, the physical and chemical reactions in the battery slow down, reducing the EV's total battery power.

Driving on a highway when it's super cold uses considerable amount of battery power, as all of the cold air rushing under the car at highway speed wants to cool the battery. Add to that the need to run a heater or defroster and other electrical items in a vehicle and the range decreases considerably. At extreme temperatures, a range drop of 50 to 60 percent can occur under these conditions. There are, however, a few winter advantages to EVs. First of all, one does not have to wait for the internal combustion engine to warm up and there are fewer moving parts that might break down. The additional weight afforded by the

batteries actually makes for some amazing traction on icy roads. The only downfall in comparison can be the ground clearance if you are bucking large snow drifts.

As technology advances, some of these issues for Canadians might get addressed. For people in large urban centres, EVs make a lot of sense as a commuter vehicle but if you are trying to travel from Calgary to Vancouver in a day (600 miles), EVs are not the answer but the government does not differentiate. For now, hybrid vehicles seem to make more sense for Canadians who travel longer distances. Either that option or Canadians living in large urban centres might have an EV for commuting in town and a second gasoline-powered vehicle for road trips. If you live in rural Canada, don't throw away your classic just yet... especially if even your club attendance drive is a several hour's drive, as is the case for many in the Canadian Prairies club. 📍



Continental Drift

News from the UK and Europe

By Tim Crespin

It doesn't seem that long ago when you went to do the weekly 'big shop' (grocery shop in American English) in the UK, you wouldn't even think of taking bags, because the disposable plastic bags at the shop were free. Once you had used them you would either throw them away or, bizarrely, dedicate an entire cupboard or drawer in your kitchen to the apparent sole purpose of seeing how many of the disposable monstrosities you could cram in.

Times change, however, and it didn't take too many reports and videos of fish being caught in waste plastic, turtles being found with plastic straws stuck up their noses or (terrifyingly) to realise microplastics were now present throughout the human food chain. People not only started to consider that maybe our single-use plastic society wasn't really geared up to get the best out of our planet, and that we should probably do something about it PDQ and at least have to pay a token amount for them. Almost overnight the single-use plastic bag was gone, replaced with more durable 'bags for life' or similar, with an 83% reduction in single-use bags seen in the first year.

The need for a more sustainable option was clear and so action was taken, but the knock-on effect of this is being seen across more and more industries, with the automotive industry seemingly next in line for the sustainability messaging. This has led car designers and manufacturers to think about their own use of sustainable alternatives to plastics, particularly in the interiors of their cars. A recent study by design and engineering consultancy



CALLUM, headed up by Charlotte Jones and Ian Callum – he of Jaguar fame – has done just this, with some findings that may surprise you.

When imaging the plush interior of a Jaguar or Land Rover, what materials come to mind? Fine leather? Of course. Wood veneers? Absolutely. Smashed purple carrot pulps? Egg shells? Er, hang on a minute... But these are just two of the ingredients that have been demonstrated as being able to meet the rigorous design, environmental and engineering requirements of a car. Solutions identified that could meet the temperature and wear specifications, included adopting egg shells mixed with resin to create a smooth, opaque material with either a glossy or matt surface. Application examples include the trim surround for the window switches. By adding walnut shells to the egg shells, the recycled content of Ottan's material increases from 78 to 84 percent.

As for the purple carrot pulp, that produces a mulberry-like colour that can be used for trim parts. In addition, tree leaves can be recycled into dark, smooth surfaces offering an alternative natural finish to wood veneers for the centre console. It didn't stop there either, with out-of-date rice and lentils providing

translucent covers for interior lights or illuminated switches by being turned into a smooth, translucent material. Maybe even out-of-date dates will grace our Jaguars?

Food waste is not the only source of alternative sustainable materials though. Clothing waste and plastic waste were also utilised in materials for the retromod Porsche 911, which was used as the basis of the research. Whilst SMS is a concept, CALLUM selected materials that have met, or have the potential to meet, automotive requirements and be production feasible by 2030. The next step is to trial the materials in upcoming projects. Demonstrating the relevance of its sustainability studies, CALLUM has already engineered a hemp/flax composite option that buyers can now select on its latest project, the Barq EV scooter.

"More of our customers are starting to think about sustainable projects and put an emphasis on the circular economy. With others, we might nudge them down that path, highlighting the business benefits of making a more sustainable choice," adds co-founder and design director, Ian Callum. No recycled designer jokes, please. 🍷

AGM Report

San Francisco comes through

By Peter Crespín

I can't say I left my heart in San Francisco, because technically I'm still here in the business office of the Embassy Suites hotel. But looking back on the last three days of activities, it would be perfectly true to say that any reservations I had about San Francisco in mid-March evaporated along with the regular rain showers which did their best to put a dampener on proceedings. Truth be told, if the swirling stormy gales on the first night had continued, I might not have such a charitable view in my mental

rearview mirror. Fortune favors the brave, however, and although it was never hot, the weather was pleasantly cool and apart from the Saturday car show, the fascinating car collection visits and the AGM activities which took place indoors, there was no risk of real disruption – to the formal agenda anyhow. Bravo to those who came out.

Informally, though, it was a different matter for Les Hamilton. Despite being one of the key organising team with Phil Endliss

from the host club (JAG: the Jaguar Associates Group), Les was forced to return home to Monterey when the storm left his wife alone at home with no functioning utilities and a dead backup generator. He drove back down to the peninsula, stabilized the domestic situation and drove back up to SFO to resume his duties. Compare and contrast Les's heroic round trip with some club folks living closer, who felt even the possibility of rain was enough to cancel their planned attendance... hmm.



Is it just me or does the front of this Delage remind you vaguely of a Mk VII?



The only 'static' exhibit was this rarely-run promotional vehicle.



1931 Studebaker President, flanks 1965 Ferrari 275 GTB in front of a 1951 Bentley Mk VI – can you say 'eclectic'?



Ron and Mina Laurie's rare drophead.



Unbeatable in its heyday, Brian's late XK120 still looks great 70 years later.

A FLYING START

As always, the formal AGM on Saturday was preceded by a Friday JCNA board meeting to finalize the next day's topics and review the agenda. Given the wide range of Thursday arrival times, the first group activity that evening was an optional visit, in this case to a private Burlingame store of exotic cars owned by members of a very

exclusive car club (which explained why few had heard of 'The Candy Store'). One of the founding members, Ron Laurie, is a JAG club member and arranged the private group visit. The former 1980s satellite dish store now projects a fabulous atmosphere of car spirit, from brass veterans to racing Porsches and Ferraris. The cars were pleasantly arranged, not lined

up in formal serried ranks like so many morgues – sorry, 'museums.' The place had a similar feel to the Simeone museum near Philadelphia, which goes a step further in creating life-like tableaux for its prized exhibits. Meanwhile, the impressive 1937 Delage that greets visitors had more than a hint of Mk VII (or vice versa) in the proportions of the imposing front end.



Petite 2L Barchetta ('little boat') or 1995 4.9L Testarossa ('red head'). Both have 12 cylinders. Which one floats your boat?

The first of only two Jaguars was a lovely 1952 XK120 in vintage racer trim, belonging to Brian Andrews. The effect was only spoiled slightly by repeated mentions of a 3.2L engine in the write-up, but the racing changes were done in period style, so it looked the part. The second Jag was Ron's own 1950 3.5L Mark V Drophead and a third Jaguar, not actually present at the time, was an XK140 also decked out in mild race trim.

AGM BUSINESS

Next day, during the JCNA board meeting run-through, there was the option of a boat tour of San Francisco Bay for non-board members. During the night one of the giant eucalyptus trees near the Candy Store had partially blown over and was cut down to avoid damage to the building. Thankfully, that weather for the morning boat tour was fine.



There was no rule about asking a docent to take visitor's photo, so Stuart Benson did. Anybody figure out what car he's obscuring? Check his sweatshirt logo...

The business agenda, meanwhile, included discussion of Jaguar's production problems and their possible effects on future JCNA/ *Jaguar Journal* advertising and support. Given the far greater Land Rover sales, it was agreed to explore the possible inclusion of Land Rover advertising or other content in ways that might mutually benefit the company and JCNA, including perhaps even some club collaboration. The meeting also decided to set up a working group to explore the urgently needed electronic magazine option for *Jaguar Journal*, given that current inflation rate is far higher than expected during previous financial planning exercises. An interim decision was made to switch immediately to a lighter paper for inside pages, which will save \$9,000 per annum. Some good news arrived in the form of an offer by members in the Southeast Region to host the next AGM in Charlotte, North Carolina, in March 2024.

Friday afternoon saw us whisked away to another exclusive car collection in Mountain View, owned by John Mozart. Stunning is too small a word for this spotless collection of cars, spanning the oldest to recent models. The pristine showroom was a little 'sterile' but allowed good access to each car. Less good – in fact, totally forbidden – was the taking of photographs. The ban on cameras was caused by one visitor taking 250+ photos and putting them online with many mistakes, thus spoiling it for everyone else. One slightly odd thing on a couple of placards was the statement that the shiny spotless automobile in question was originally good enough to show and should not have

been restored (before Mozart bought it). To back up that sentiment, there were many non- or partially-restored classics, even the scruffiest of which would run if required. Under the circumstances, it seems doubly sad that we only have one photo from the visit, showing Pennsylvanian Stuart Benson resolutely keeping me honest by blocking the view of some kind of green car. Thanks, Stu!

JUDGE FOR YOURSELF

Friday evening was taken up with a sponsored buffet and the clock soon showed it was Saturday morning and time for the annual general meeting proper. Fifty-four people attended and full details of the financial status of JCNA and of the various motions debated and issues discussed are available on the website, thanks to the tireless work of Bob Matejek, JCNA's secretary.

Many of the key issues carried over from Friday were explored by the audience and speakers, occasionally with great passion, but the hot topics were mostly predictable: money, this journal (electronic or paper) and concours issues. Before examining these issues in detail it was time to codify two regional director changes administered by Lisa Schafer and her nominating committee. So, it was goodbye and thanks to Kurt Jacobson and Mike Meyer, and hello and welcome to Brian Case and Gary Cunningham, representing the Northwest and North Central regions respectively. As an aside, there was more than one attendee who was reminded of the late Gerry Ellison, as Lisa steered the meeting through the confirmation of John Boswell and other office-holders. Lisa's tone and Gerry's unique



Shane Caneckerante and his manual transmission F-Type – Gatsby hides curled up in his special passenger seat crib.

style of documentation reminded the meeting of that we recently lost a steadfast supporter of our club.

FINANCES

Despite the turmoil in financial markets and with inflation currently running at around 8%, the hard work by treasurer Bill Sihler and business committee chair Bill Beible was vindicated by showing exactly how we had achieved a \$14,400 surplus, yet were hit with external cost increases that drove our reserve requirement \$50,000 higher than the 2022 projection. As always, the essential first steps in solving financial challenges are to understand what led to the issues arising. Overall membership was slightly below plan (70 members lower) and although *Journal* revenue was slightly higher, some unpaid ads were written off, whilst print, bulk paper and mailing costs had all risen. Some general services that were formerly done by volunteers are now contracted-

out and the effect was a \$27,700 shortfall versus forecast for 2022.

Several turnaround options were discussed, with one being voted for immediate implementation (lighter *Jaguar Journal* paper stock) and others being analysed to rectify our financial trajectory and avoid or minimize any inflation-related dues increase. There will be a revised five-year plan to return JCNA to sustainable financial health and developments that will be posted in due course on the website and in this magazine.

CONCOURS

Considering how JCNA is known around the world for its stringent and exacting rules for concours, it is remarkable how those same criteria appear to be in a state of constant flux and debate, with this year being no exception. Since any rule changes agreed to at an AGM do not take effect until the following year, the frequent adjustments can have real costs in terms of time and money for

those intent on complying fully with all stipulated changes.

Meanwhile, at the club level, the requirements for hosting a sanctioned concours (and therefore consistent scoring across national and regional boundaries) are beginning to impose unsupportable burdens on participants and organizers. Smaller clubs who lack a large number of certified judges or have date clashes impeding access to judges from neighboring clubs, are beginning to opt out of the JCNA sanction process. Rather than take the necessary time training judges for multiple classes and entering scores onto a central database – often late or incorrectly (or both) – some are instead staging less formal and contentious shows just for fun, often in collaboration with suitable local classic car clubs, with judging being done by untrained guests or the show-attending public. Despite the real or potential loss of some JCNA championship-seeking entrants,

some clubs much prefer the lack of angst and acrimony, that often accompanies formal sanctioned events.

Under such circumstances, one might expect a dialling-down or relaxation of the minutiae associated with the strict JCNA criteria. In practice, whether it be owners seeing to maximize their cars' values, or officialdom determined to pursue their quixotic battle with competitive

rule-bending, a return to a simpler, happier ethos would seem to be in order. Be that as it may, each successive AGM appears to display the same, or growing determination to win at all costs. Perhaps a root-and-branch review is in order? Yeah, right, LOL.

The real spirit of concours was in evidence outside the hotel,s while debate continued in the concours break-out session indoors.

Despite the questionable weather, 30 of the 45 cars scheduled for the AGM car show ignored the forecast and turned out to be judged by – you guessed it – show attendees. For my taste, if more people like young JAG clubman Shane Canekerante (and his dog Gatsby) could be encouraged to attend events, the future of our hobby will be secure. Gatsby for President! 🐾

BREMONT POSSIBLE GROUP BUY

Following discussions with Bremont and at the recent AGM in San Francisco, JCNA is considering negotiating of a group buy option for those interested in purchasing a watch from Bremont's Jaguar Collection (see <https://us.bremont.com/pages/search-results?q=jaguar>).

Any such arrangement will depend completely on whether there is sufficient interest from members to make initial negotiations worthwhile for all parties. At this stage we are just gauging potential numbers for what would obviously be a significant purchase.

If you are seriously interested in possibly buying one of Bremont's fine, luxury, mechanical watches, please email Admin@JCNA.com or call 910-398-3620.

REGIONAL DIRECTOR NOMINATIONS SOON, FOR 2024-2026 TERM

It is again that time of year for those individuals who would like to step up to the next level of their interest and dedication to the Jaguar Clubs of North America (JCNA) and consider seeking the office of **Regional Director** and serving on the JCNA Board of Directors. The nominations will soon be open for each of the six regions of JCNA for the **2024--2026** term.

Nominations must be made in accordance with the JCNA Bylaws, as stated below, by submission of a duly completed **Nomination for Regional Director Form**, found in the JCNA Library page: <https://www.jcna.com/librarylist>, beginning **JUNE 1st, 2023** no later than **AUGUST 15th, 2023**. Election is by ballot that is mailed

to members in the Nov/Dec issue of *Jaguar Journal*, and newly elected regional directors will take office at the 2024 AGM. JCNA Bylaws provide that:

A JCNA group may nominate a member in good standing by submitting a written nomination bearing the signatures and membership numbers of two officers and the nominee; OR any member may nominate a member in good standing by submitting a written nomination bearing both membership numbers and countersigned by the nominee; OR the Nominating Committee may nominate a member in good standing by executing a written nomination bearing the signatures and membership numbers of the

Nominating Committee members and the nominee. With the exception of a Nominating Committee written nomination, all other nominations must be made by members and nominees residing in the Region to be represented. All nominees for office must have been members in good standing for at least twelve months prior to their nomination.

Regional director duties and responsibilities and those of the board are more fully described in the JCNA Bylaws and JCNA Corporate Policies that are also available on the "Library" page of the JCNA website. For more information or questions, please contact the JCNA Nominating Committee, Lisa Schafer, Chairperson, at lmvschafer@yahoo.com.

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Reverse Entropy

An SS100 getting even more original over time

By Chris Prior

The cover page heading “an SS100 getting more original as each year passes,” in the September-October 2018 issue, provides the perfect setting for a remarkable follow-up story adding to the provenance of this 1938 3.5L SS100 Jaguar, LWT 207. Essentially, the original engine block M519E, as verified in the Jaguar heritage certificate, was replaced earlier in the car’s life with a period-correct prewar SS block, modified to increase performance. Incredibly, more than 75 years after its removal, this original block was recently found sitting on an old wood pallet exactly as it was described, noting some big end damage in a letter from the owner at the time, Mr. Alan Hyett. In his letter, Hyett described replacing block M519E in his quest for more power on the race track, whilst retaining the original factory race-modified cylinder head. My immediate reaction was to reinstall the original block, but the historical context made me pause for thought...

The first owner was a noted rally driver by the name of Archer, who we believe was responsible for the damaged big ends in M519E, resulting from his prewar RAC rallying campaigns as documented in the 1938 Blackpool and Scottish RAC records. Rallying went dormant during and immediately after the war, due to extreme postwar austerity and rationing. Being a mere two-seater, the 3.5L engine car was not allowed a petrol rationing book and I suspect most SS100s sat in storage for quite some years. Around the late 1950s, Mr. Alan Hyett of Bedfordshire, England, acquired LWT 207 and became

president of the SS100 club in the UK. Mr. Hyett was a prominent race enthusiast himself, and was intent on upgrading the engine in LWT 207 for racing events at Brands Hatch, Silverstone and the Brighton speed trials – all documented in photos, letters and conversations with Mr. Hyett’s surviving son. The outcome of these upgrades was a significant power increase (thanks to 10:1 compression ratio compared to 7:1 for standard models). LWT 207 was reported as beating D-Types off the starting line, albeit only for the first 50-100 yards, but still a remarkable achievement for a prewar car against the latest technology of the time. It was believed to be the fastest SS100 in the UK and perhaps the world, according to Mr. Hyett. Certainly, the enhanced engine performance was due to the combination of the rare factory upgraded bronze alloy cylinder head with enlarged

ports and combustion chambers fitted to a race-modified block and big ends.

This cylinder head represents the direct work of Harry Weslake, who specialized in increasing the power of Standard Engines, Ltd., exclusively for Swallow Sidecars (SS) Ltd., from side valve to overhead valve right through to modifying cylinder heads for XK engines to power the C and D-Types. These factory bronze alloy cylinder heads with the larger ports were only allocated to cars for racing and presumably it was Mr. Archer who qualified for this upgrade, as very few were made. Mr. Hyett had this cylinder head totally refurbished, including re-surfacing and polishing the ports and combustion chambers. Mr. Hyett describes the cylinder head as being a “large port original head.” The block that replaced M519E was especially prepared for racing



The 519E block, just cleaned up.



Big-end/crank work in progress.



M519E fitted with the ex-Heath cylinder head.

by John Heath and his chief racing technician at HWM, famous for creating HWM-Jaguars for racing. The modifications including fitting steel racing con-rods, and polishing and rebalancing the crankshaft. Of note, John Heath worked with Harry Weslake at the Rye facility and he was the first to attach

Weber carburetors to an XK engine, creating the horsepower needed for the 1953 C-Types to win at Le Mans. Such was the influence of John Heath in racing history but, sadly, his career was cut short, having been killed at the Mille Miglia in 1956, and HWM faded from the racing scene.

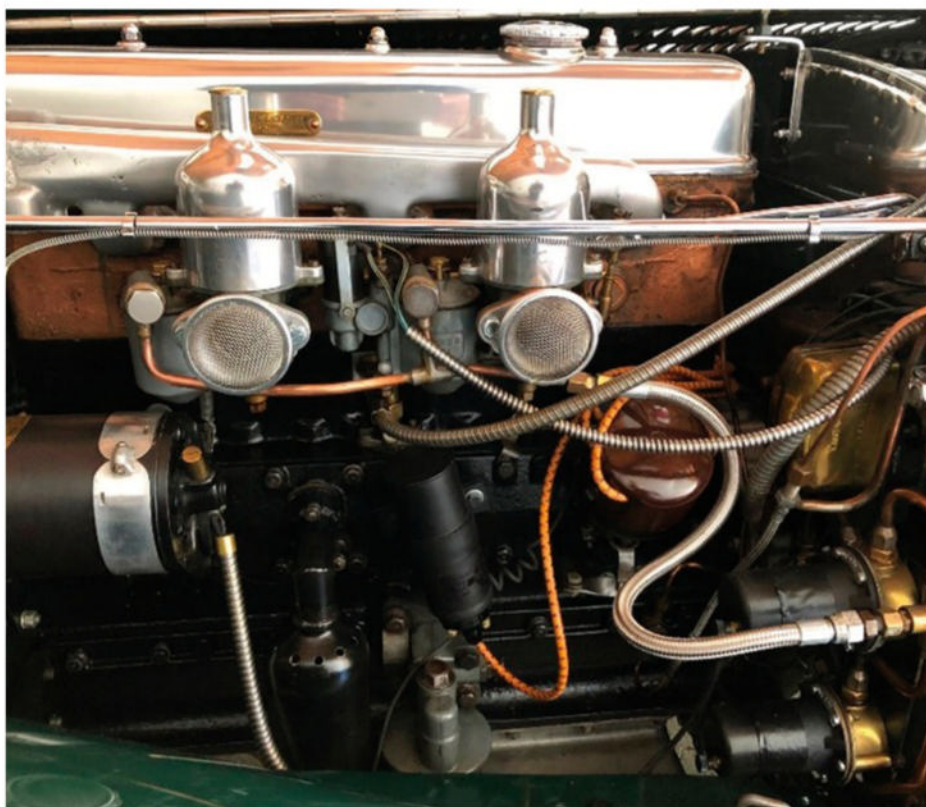
In summary, the engine sitting in LWT207 is the reconditioned and tuned head from the original engine fitted to the ex-Heath block and bottom end and was described as being thoroughly tuned for racing. The names of the people that have worked on LWT 207 are as interesting as the car itself. Their accomplishments and credentials add to the historical importance of the car. Given this background on this historically-unique engine that we have in LWT 207, we now pick up on the discovery of the original block M519E that Alan Hyett replaced, my contacts in that search and, of course, what to do with the two engine blocks. One being original as the car left the factory while the other having significant racing provenance.

THE SEARCH

This part of the story begins in April, 2019 when I visited Davenport Cars, Ltd, in Bedfordshire, which is a Jaguar restoration center used by Jaguar themselves, specializing in prewar SS Jaguars. David Davenport is a world authority on the originality of SS cars. It was awe-inspiring to tour the facility and see all the rare prewar SS cars and parts in various stages of restoration. I was fortunate to obtain an extremely rare chrome disc plate to cover the radiator crank hole. In our conversation, I mentioned my search for M519E and that I was in contact with Alan Hyett's son to try to rekindle his memory, since in his father's letter, the block had been given away to a friend, mentioning he may still have it. Unfortunately, Alan's son could not provide any leads as he was just a child at the time. However, he very kindly sent me photos of his father racing LWT 207 at Brands Hatch. David Davenport knew Alan Hyett, being in the same racing circles, and I feel they shared the same contacts which might



David Davenport and his SS restoration projects for Jaguar.



Engine in car showing bronze alloy cylinder head.

have opened up some leads as to the whereabouts of M519E. David mentioned as a place to start that he had a number of SS engine blocks in stock and that one could have that

number; however, his search came to nothing. Meanwhile, I contacted another renowned SS100 restoration shop, Vorlaufer Cars Ltd., in Johannesburg, since this is a small world and such centers do

get contacted by SS100 owners and people selling/exchanging parts. This firm made new SS parts to original specifications. I bought an original oval-shaped exhaust system with correct brackets, a rocker cover (after 85 years the one I had was showing cracks) and an intricate spring-loaded crank handle engagement member to the engine which made the whole hand-cranking system complete along with the hand crank handle and the crank hole cover from Davenport. I have not seen these components existing on any other SS100, presumably as they get easily misplaced.

Unfortunately, the covid lockdown caused Vorlaufer Cars, Ltd. to stop operations, but in the years pre-covid their support helped me move the car closer to originality by replacing many of those 1960s-'70s parts where at the time no one cared about originality rather than function and performance. Wally Vorlaufer, the owner was helpful in offering much advice and contact information but there were no leads regarding where to find original blocks other than Davenport Cars Ltd. Wally's business never recovered but he is still open to help SS100 owners with their specific needs.

Now, fast-forward nearly two years into 2021. David Davenport phoned me one Saturday morning and reported that indeed he may have found M519E in an estate sale. Soon after David took possession, I returned to Davenport Cars, anxious to see the numbers for myself as they were hard to see under years of surface rust and grime. As expected, David was correct and there sat the original block and the ex-Heath cylinder head which Alan Hyett did not need. David pointed out the damaged condition of the big-ends which I later realized corresponded



Chris and Garance Prior put the engine through its paces.

exactly to the notations in the letter from Alan Hyett. There it was, sitting in the same condition just as it was removed from LWT 207 more than 75 years ago.

It was obvious to ask the Davenport team to recommission the block with new big end parts along with the ex-Heath cylinder head into a stand-alone SS100 engine without the need for all the auxiliary parts that still remained with the car. However, soon after my visit communications drifted, as unbeknownst to me David was becoming increasingly ill and sadly, he passed away, in December 2021. This was a great loss to the SS/Jaguar world, as David was very gracious and generous in sharing his knowledge. Fortunately, his son Matt Davenport, who trained under his father, is now heading the business. Discussions picked up with Matt and the block and associated parts were shipped to their engineering department in Wisbech, north of Cambridge near the border of Norfolk. I point out the geography

because there seemed to be a cottage industry in restoring engines in this region which struck me as unusual. It turned out that Norfolk and Suffolk had a high concentration of airfields during WW II and many locals were needed to help with the enormous task of servicing engines for US bomber command. The skills were handed down over the generations, which explains the experience and quality of workmanship in this region. The engine was returned to the Davenport restoration works for finishing and final shipment to my home in Pennsylvania.

The big question remains regarding what to do with the engine in the car and the recommissioned engine with original block M519E. To me, the engine in the car should remain, as it is a correct prewar SS HWM-modified block with a serial number corresponding to 1938 married to Harry Weslake's original bronze cylinder head. Together, the extra horsepower created all of the postwar

racing history associated with the car, not to mention all the renowned factory and privateer racing engineers who worked on this engine. M519E did not share that history, having been removed early in the car's history but it is a great feeling to have the two engines. One being the factory original cylinder head with the Heath modified block and the other being the factory original block M519E with a standard SS cylinder head coming from John Heath. I must admit having a feeling of accomplishment against incredible odds of all this happening.

What's next? Well, I have done my bit at creating a more original car while retaining its history. The car just received its AACA Grand National Award and JCNA 100-point score, not to mention the AACA restoration award. With all this I should just drive the bloody thing and share the car and its stories at the coming classic cars events. Hope to see you there! 🍷

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Invest, Restore, Keep or \$ell?

Part Four: Selling your Jaguar

By Mark Mayuga

There comes a time in everyone's love affair with their Jaguar when it must come to an end. The reasons vary from wanting a newer car, too many miles, repair bills are increasing, too old to drive... the list goes on. Recently I've been hearing complaints that there are just no mechanics willing to work on the older model Jags. Bear in mind that when Sir William introduced the SS100, XK120, E-Type, XJ6 sedan, etc., he didn't intend for these wonderful machines to go on forever. He wanted to provide fast, comfortable, affordable, daily drivers that folks would enjoy and grow up with. Those were the days when your dad would get a new car every two years or so. Planned obsolescence, Detroit called it.

Lyons' legendary phrase, "Pace, Grace, Space," was exactly that: these cars provided: luxury, performance, and style at an affordable price. But, as they say, all good things must come to an end. And so, you have decided to sell your Jaguar and are wondering how best to do so. Bear in mind that Jaguar automobiles are a unique entity with a distinct following and reputation good and bad. You could say it's a "love/hate" relationship that continued until either one of you said "uncle."

FIRST THINGS FIRST

So, let's begin with the steps to sell your Jaguar and maybe recover some of the costs or make sure she goes to good home. Whether you have an old XK120 or a 2007 XKR, the steps are the same: Presentation, mechanical soundness, maintenance records and market value.



Presentation is defined as the condition of the exterior, mechanicals and interior of the car. The condition of the paint and chrome are the first items you will want to consider. If your paint is faded or needs a good detailing to make it shine, it would be worth the investment. If your paint is cracked, peeling, with door dings, rust spots, then don't bother with a repaint as this could cost as much as what you are asking for the entire car. A little elbow grease and polish might make the difference in additional value to your car. There are polishes and chrome cleaners that can work miracles on a tired paint job, or make a dull chrome bumper shine once more. Remember, there are buyers out there that may want a car 'as-is' so that they can put their personal touch on your car.

Interiors are another important area of presentation. Old English Connolly leather dries out in warm dry sunbelt states and unless you fed it leather food, it eventually tended to harden, fade and crack. Some used to put sheepskins over

the seat covers. In today's market a new replacement leather interior is several thousand dollars. It can enhance the selling price but not by as much as the cost of the new upholstery. As with paint, depending on the condition of your car, working hard to show the existing interior in the best light instead of replacing it can work wonders. This means shampooing the rugs, cleaning the leather seats, vacuuming the carpets, polishing the wood and chrome bits and making sure all the lights come on in the interior. As they say, beauty is in the eye of the beholder.

That first impression from the potential buyer is the most important. Well-taken photographs can be the difference in whether your car sells and stands out from all the other cars out there on the internet. Best time to take photos is early morning or late afternoon! Take the time to find a location that will enhance your car's color, shiny bits, body condition, and add drama to the picture. Make sure that your car is clean inside and out.

Photos of the engine compartment are important, as is the condition of the convertible top if fitted, boot/trunk area, and back seating area. Maybe even have your lights on if you take the picture in the early evening or morning.

Mechanical condition is one of the most important issues when selling a used Jaguar, no matter the model

or year. Well-maintained Jaguars can last ages if owners put the effort in. Simple maintenance routines can produce high mileage and reliable service. I personally have had V12 and six-cylinder Jags with mileage approaching 250,000 miles on the original engine and transmission. All of this was accomplished with routine factory maintenance schedules. With that

said, you need to consider the condition of your car before putting it up for sale. If you are selling the car because your mechanic told you it needed a considerable amount of repair, and you just don't want to invest any more money into it, then you must adjust your asking price accordingly. Passing on your problem to another owner can be a potential headache for you both.



The 'as-is' rule normally applies when amateurs sell a car, whereas some jurisdictions expect professional sellers to give an accurate knowledgeable description – even if they can also sell on explicit 'as-is' non-warranted condition. The purchaser has the option to have your car checked by an independent mechanic to confirm the condition of the mechanicals. Be prepared to produce maintenance records for their evaluation. If you didn't keep receipts and a log of your maintenance records, then you open yourself for a difficult time of selling your car. Jaguar cars have a history of mechanical issues and potential buyers are aware of this reputation and will be on the lookout for them. If your car does need some moderate repair, it might mean the difference of selling at the price you want or not selling at all. A set of new tires can make a big difference, as would changing the brake pads, oil change, adding fuel injector cleaner, new spark plugs, change air filter, recharge your AC; little things can mean thousands in your selling price. Also, when you sell your Jaguar in states such as California, you are responsible for ensuring it passes the smog test before the new owner can transfer and register the car. You are responsible for making any repairs if your car does not pass. Sometimes a simple oil change, air filter, and an 'Italian tune-up'



are all you need. If your car does not pass smog test and your numbers indicate a rich exhaust mixture, then there are a few key components to check. Make sure your air pump is performing correctly and there are no air leaks in the connector hoses, your oxygen sensor is working properly, your air cleaner is fresh, new spark plugs are gapped correctly, and most importantly, your catalytic converters are not clogged or melted from too rich a fuel mixture.

Maybe having your engine bay cleaned by a professional detailer might be the solution, too. Once again, it's how you present your car for sale. Make sure you fix any exhaust leaks, and all your lights

are working properly, especially the third brake light, back-up lights, brake, turn signals, high-low beam and daytime running lights. Again, these little things matter and tell the potential buyer you cared for the car. Leaks are a feature of some old cars, including (but not invariably) Jaguars. XK-engined Jags often drip oil from the rear main seal, power steering, and transmission/differential. Usually, it's just a few drops.

Maintenance schedule is the key to attracting a potential buyer for your car. It is important to present your car in the best light. A documented routine maintenance schedule is the most effective selling tool you have. A potential buyer does not want to inherit your headache! If you have done your homework

and maintained your Jaguar as prescribed in the owner's manual, then you can ask for the amount that you think your car is worth. Buyers are very aware of car issues and especially old Jaguars, and if they can see your maintenance records as proof of your diligence in maintaining your car, then you have a very good chance of a sale.

Don't be surprised if a buyer comes with a magnet in his hand to find Bondo-hidden rust in your door panels, fender wells, or windshield surrounds. These are typical areas for rust on old Jaguars. The newer models have much better rustproofing, and their issues tend to be electronic with fault codes and emission issues such as vacuum leaks, dirty air cleaners, spark plug coils missing at idle, window motor issues, leaking hydraulic top hoses, and shock absorber bushings. Front-end wheel alignment is another tell-tale issue that a savvy buyer will be looking for, as newer modern cars tend to have wider tires and are driven more aggressively. Also, there is the issue of clear-coat burn. The first generation of cars in the mid-eighties with clear coat tended to oxidize and start to peel on the bonnet/hood, boot lid/trunk and cabin top. This can be repaired by a paint shop not too expensively but it can be avoided with a little wax and car cover.

Market value of your car is a function of all the above factors. There are several resources to use. The most popular online websites include (1) Autotrader.com, (2) Edmunds.com, (3) BringATrailer.com, (4) Classics.autotrader.com, (5) jcna.com, (6) classiccars.com, (7) oldcarsonline.com, (8) streetsideclassics.com, (9) cars-on-line.com, (10) hemmings.com. Also, there are the auction

houses such as Mecum, Russo and Steele, Barrett-Jackson, RM Sothebys, Broad Arrow and Bonhams. Their auctions are often seen at the bigger shows and your car will have to command a pretty penny to make up for the seller's percentage payable.

So, getting back to the main issue, what is your car worth? Assuming your car is a runner and is not damaged by accident or collision, and all the mechanicals are in working order, then you have a good chance of getting top dollar for your vehicle, depending on supply and demand. If you have a desirable model, i.e., an XJS convertible, in excellent shape, then you probably can ask for the top selling price listed on the popular selling sites, depending on total miles and condition of the paint and interior.

Sometimes letting your friends in your car club know that your car is for sale may be the best way to sell your car. Depends on the model, the demand and the condition, but if they see you and your car at events that tells them it's in good condition and they know you're a responsible owner.

Bottom line, it's your decision and your call as to how you want to sell your automobile. There are many ways to go and it's up to you how you want to do business. 🏠



This Cat Wants To Run

Fine feline seeks caring owner

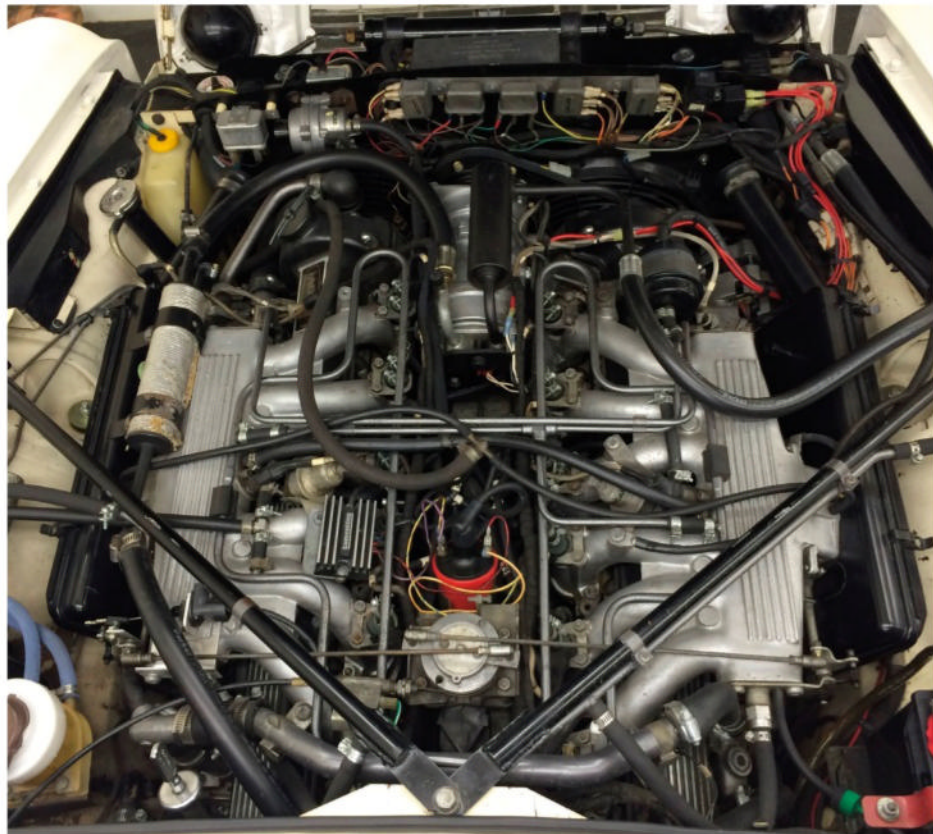
By Charles Rahm

It's a crisp, chilly fall morning and the sun is lighting up the yellow and red in the trees. On the north Texas two-lane blacktop highway, I come upon a slower vehicle. I can't pass just yet, wait, wait, maybe, OK, now hit it! Goodbye – I'm gone. Triple digits, drift back down to a non-go-to-jail speed. Back to admiring the scenery from the quiet cabin listening to the nice quiet V12 purr, just loafing at this velocity. The dialed-in suspension smoothly absorbs the road imperfections with its sporty controlled ride without the harshness of a modern sports sedan. Dang! I love this car!

Today, I drove my '76 XJ12C up to Lamar County about 90 miles northeast of my Dallas home to examine the property my brother-in-law had purchased. I thought someday I'd be writing an article about taking this car on an out-of-town journey, what problems popped up on the trip and how I cleverly solved the issues to getting the car back on its way. Not to taunt the car gods, but a failure on the side of the road in this car has never occurred. So, I write today about how to properly sort out a Jaguar of this era so it can be confidently taken anywhere, anytime.

BACK TO MY ROUTES...

My admiration of Jaguars started when I was a car-crazy kid. My father would always point out Jags when we'd see one. I remember being behind an E-Type as we were getting on the freeway in Dallas and dad pointing out how cool the car was. We saw a puff of smoke from the exhaust tips and dad exclaimed, "There he goes! I was then forever hooked on Jags.



Anything else is just 'less.'

I purchased my first, a '71 XJ6, in 1985 while in Austin attending the University of Texas. Shortly thereafter, I met Richard Wright, long-time JCNA member and frequent officer of our local club, Jaguar Owners Association of North Texas. Richard had an all-British repair shop called London Bridge and soon I was working there part-time, mostly on Saturdays. While having tremendous fun, I learned quite a bit about how to repair and maintain British machinery. Oh, to go back to those great days! Richard is my close friend, still improving cars with his current shop, Jag Lab, in Denton, Texas.

As the years have gone by, I've owned six and 12-cylinder E-Types, including restoring V12

roadster number 4, the second oldest V12 E-Type known. I have restored XJ6s, a Mk 2 and owned several XJS models. But marketed as "Executive Express" and as "The Corporate Sports Car," I always desired the XJ12C for a handful of reasons: the gorgeous two-door hardtop short wheelbase XJ body style; the rarity of the model, with only 1,862 manufactured; the modern capable air conditioning system; the classic Jaguar suspension ride; the ease of getting in and out as a taller guy, combined with 360-degree visibility once seated; and of course, since I'm a V12 guy – that fabulous engine.

About 14 years ago, a '76 XJ12C came up for sale. It had 66K miles,



Clean, de-badged rear with Euro bumpers.

an original interior and was rarely driven in 20 years. White with the original black vinyl top. First a Long Island car, now in Virginia with its second owner.

When the car arrived, there was the typical sorting out of any used car. One of the spark plugs was not fully seated (as it was cross-threaded), but I was able to use a chaser to clean up the threads and it has not been a problem since. I changed all the fluids, the fuel injection hoses, water hoses, etc. It drove well enough and I slowly started thinking about what to do with the car long-term. The paint and carpet were failing, so they would need attention sooner than later, but first I wanted to get it mechanically up to snuff.

TENDER LOVING CARE

1975 was the first year of fuel injection for the V12. The Bosch

D-Jetronic system looks very complicated under the bonnet, but is really simple to examine and investigate once you know what the various devices do and how they connect. This car was built during the period when Jaguar was developing a reputation for poor reliability. Most of the trouble was electrically oriented, caused by loose or corroded connectors. I spent several days chasing all electrical connections with my ohmmeter to ensure there were no broken wires, and no high resistance connections. This car has a fuel injection computer in the boot and all connections to it checked out. The fuel injectors are easy to examine using a stethoscope or long screwdriver to listen for the clicking sound as the injector opens and closes. This system is a constant fuel pressure system at 30 psi, so I permanently mounted a fuel pressure gauge in

the engine compartment. If the car doesn't start, one of the first things to check is, "Is there (and what is) the fuel pressure?"

As with any engine, one must keep the tune in tip-top shape. No V12 ever had points ignition, but new spark plug wires, spark plugs, timing, etc., make sense for cars approaching their fiftieth birthday. As original parts dry up, an easy option is to change the possibly problematic and tired magnetic pickup ignition system to a Lumenition light beam trigger system. The conversion has been bulletproof reliable. The V12 has separate throttle butterflies, one for each bank, that need to be properly set for idle, which is done with a feeler gauge. Also, ensuring that the throttle linkages are adjusted so each butterfly comes off idle at exactly the same time. Very easy to do, and important to have right so the engine under light throttle eases away from intersections in a very smooth manner. Keeping the throttle linkages and bushings oiled is a must. When in fine tune, the V12's idle while at a traffic light can be almost imperceptible.

LONG-LEGGED BUT GONE LAME

After a couple years of ownership, I was driving to Fort Worth from Dallas and the transmission decided to give up a seal. Never looked to see which one it was, but was very pleased as I knew exactly what I wanted to do about it. I called John Radovich at John's Cars in Dallas and told him I was bringing the car to him for a transmission swap to the GM 700r4. John makes the adapter plate and modified driveshaft. The first time I drove the car after the swap I was shocked at how much better it moved. The new transmission has a much more efficient torque



Jail is just a pedal-press away.

converter so more V12 power is reaching the ground. It has a lower first gear, and of course the gravy is the overdrive top gear. With its factory limited-slip 3.31 rear end, this coupe can really get off the line and with the overdrive, is very long-legged on the highway. At 90 mph, the engine is turning 2,400 rpm.

The 700r4 transmission requires a very exact pulling of what's called the TV cable, which tells the transmission the current throttle position. The connection installed wasn't quite right for this need so I designed my own connection at the driver's side throttle bell crank. It took some thought and new metal, but what really surprised me was it required trigonometry. I had

to Google it to get a refresh, but by golly, the day came, just like my trig teacher told us, "Someday you'll need it!"

The front end has been rebuilt with new bushings, brakes, bearings, etc. Shortly thereafter I dropped the rear end cage and installed new mounts there as well. New Michelin tires were installed.

The bumpers and headlights have been changed to the cleaner European designs. Converting the rear was a walk in the park, but the front required finding the no longer available Euro front bumper/bonnet hinge mounts and a great deal of time. I didn't weigh the US Federally-required impact bumpers

and their assembly, but I bet I took about 100 pounds off the car.

The body received new white paint. I know many prefer the cooler/cleaner look of no vinyl top, but how can I give up on the factory original vinyl top when it is in such fine shape? Note: on more than one occasion, another driver has yelled to me to put the top down on such a pretty day!

The rear boot lid face with its labels during this era always looked too busy to me, so prior to painting, I removed the badges and welded up the holes. It is a much cleaner look from behind. But with the badging gone and factory quiet exhaust, how was one to know



Oh so pretty pillarless coupe.



The star of any movie night.

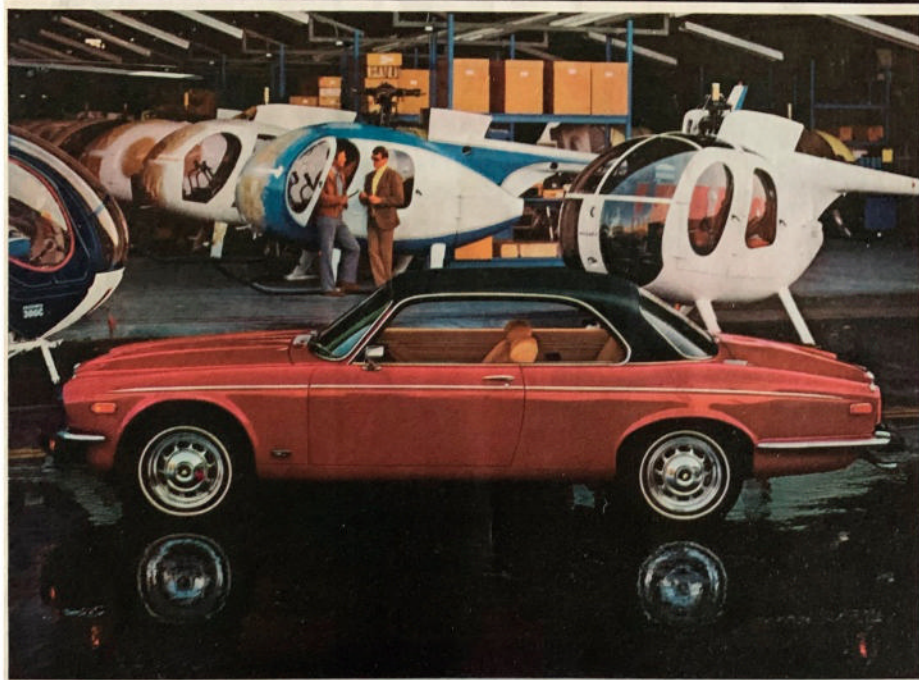
there was something special under the bonnet? I played with a few combinations of mufflers for the right exhaust note. I landed on factory front two mufflers, and short glass packs for the rear two resonators. The exhaust has just the slight sporty light rumble at idle and acceleration, but is very quiet otherwise.

The air-conditioning wasn't quite right so I removed the components except the evaporator and heater core and gave all the pieces a good flushing. JCNA member Mike Sunday of Sun Air Products sells replacements for the GM A6 compressor and after properly pulling a vacuum on the system and charging with refrigerant, it has worked very well since.

I tried a couple of brands of shock absorbers, returning them all for a set of adjustable shocks. An engineer at Monroe told me that aftermarket shocks are always designed a little firmer than original due to the thought that original suspensions would have more flex and weaken over time. After riding on their stiff shocks, I believe that is their practice. The adjustable brand I have is Spax, which allow you to reach under the car and turn a little thumb wheel firmer or softer. You can really dial in the classic Jaguar independent suspension ride you are seeking, thus they are well worth expense.

An Achilles heel of the Jag V12 in these cars is that it is just too crowded in the engine compartment. There isn't much room for cooling air flow. So, keeping the engine from overheating is a top concern. A new radiator core is an obvious improvement. I made a dual electric fan shroud and removed the mechanical fan.

The Jaguar V-12 coupe. Upward mobility.



The road to the top is smoother in a car that belongs there by birthright. Such a car is Jaguar's V-12 coupe, the XJ12C.

To begin with, the XJ12C is powered by the short-stroke, aluminum-alloy, electronically fuel-injected Jaguar V-12 engine, an engine of incomparable smoothness and vast reserves of power at any speed. The efficiency and reliability of the Jaguar V-12 are significantly enhanced by the electronic ignition and the electronic fuel injection systems. In environmental tests the E.F.I. system has been proven reliable under such extreme conditions as -40° and $+110^{\circ}$ Fahrenheit.

Being a Jaguar through and through, the XJC coupe handles like a sports car. It has independent suspension and power disc brakes on all four wheels and very responsive rack and pinion steering. Automatic transmission is standard.

Inside, many Jaguar amenities are ready to make your trip to the heights notably comfortable. The dashboard is panelled in rich natural burled

walnut, the seats faced in topgrain leather. The air-conditioning is thermostatically controlled: it regulates itself to your preferred temperature. And it's standard, like all Jaguar luxuries including the AM/FM radio and 8-track stereophonic tape deck.

Even the warranty coverage is extraordinary. For 12 months, regardless of mileage, Jaguar will replace or repair any part of the car that is defective or that simply wears out, provided only that the car is properly maintained. The only exceptions are the tires, which are warranted by the tire manufacturer, and spark plugs and filters, which are routine replacement items. Even then, if they are defective, Jaguar will pay to replace them.

There is never much room at the top. Yet this uncommon luxury car has indisputably found a place there. Find out why. Drive the XJ12C soon. Call these numbers, toll-free, for the name of the Jaguar dealer nearest you: (800) 447-4700, or, in Illinois, (800) 322-4400. British Leyland Motors Inc., Leonia, New Jersey 07605.



Jaguar

Sold to appeal to high-achievers.

I'm using Zirgo brand fans, which are expensive but move an enormous amount of air. I added a relay for the second fan (originally there is a small electric fan with its own relay).

Essential to keeping the V12 cool is proper thermostats. There are two, one for each bank. Most thermostats "for the engine" do not open enough to completely seal off the bypass,

thus some of the engine water never makes it to the radiator, creating higher operating temperatures. So, the thermostats needs to be measured when fully warm in a pan of hot water to ensure they open at least 44-45mm to close the bypass. (Incorrect ones only open to about 40-43mm). Currently, the Gates-boxed Motorad seem to be the ones that open enough, but still must be checked.

A more recent modification I have made is to add the ability to check the engine temperature of each bank. The water temperature sending unit is on the right hand bank. Due to the original radiator design, the left bank tends to run a little hotter. Combine that with a failing thermostat on the left bank and you could have higher than normal temp on the right bank, but the left side has entered the danger zone of overheating. There is an emissions-related EGR temperature sensor on the left bank water rail that I no longer need since I had removed the EGR valves. The boss is M22 1.5 metric threads (the only metric I know of on the car). So, I purchased a M22 1.5 oil pan plug and drilled and tapped it to accept another V12 engine temperature sensor. I have it wired to a toggle switch under the dash so I can flip the switch periodically to see each bank's temperature.

About eight years ago, I stored the car in my parent's large garage in Bartlesville, Oklahoma, while I remodeled my house garage. Dad had the car there about a year and took it down to Woloroc Wildlife Preserve quite often, where he would hike and explore the woods. It never gave him a hint of trouble. When I drove it home to Dallas, it was a beautiful early weekday morning and the highways were almost empty. I had the hammer down, cruising most of the way above 80 mph. The car has been on many journeys and now exceeds 82K miles. At home on the highway and in the urban cruise, the V12 is just getting broken in. And I can't wait to hop in to go anywhere. 🛞

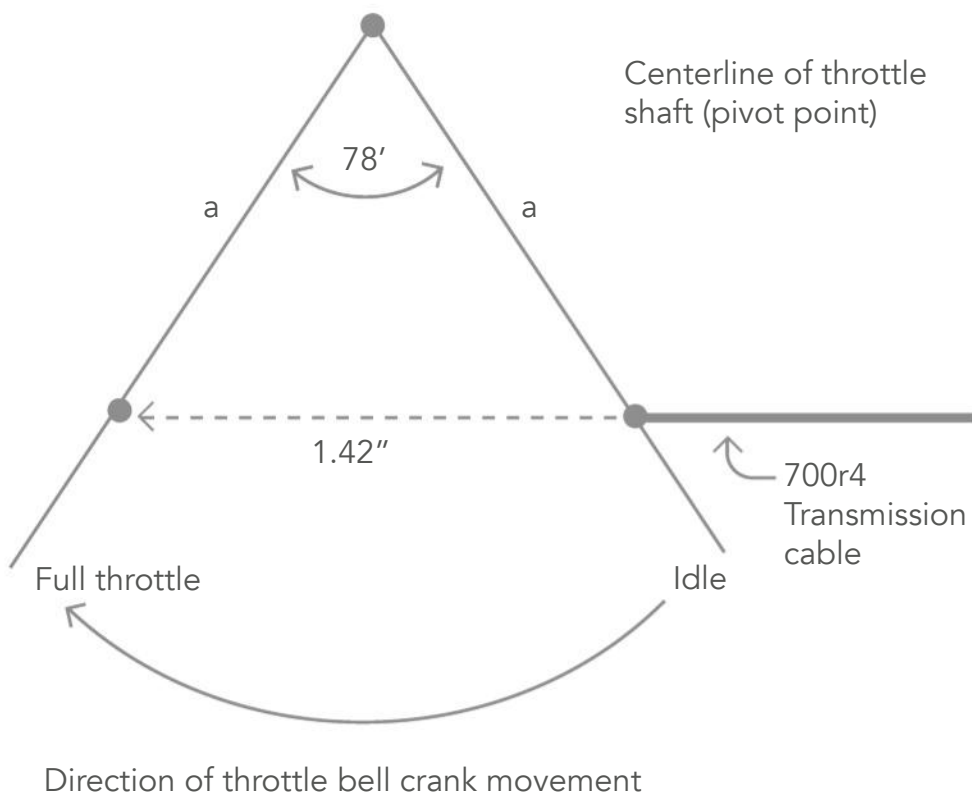
SOLVING THE 700r4 Riddle:

As mentioned in this article, and experienced even by experts such as Dick Maury, the cable connection can be problematic when fitting the 700r4 transmission to earlier Jaguars. Even the well-known 'Quarterbreed' kit is vague on the best method.

Here is a drawing I created as a math problem for a high school trigonometry class. My friend Karen Sanchez teaches at a nearby private girls school. I told her one day I had to use trig to fix the problem! Sure enough, it came in handy from school. She said "Ooh Charles, you have to write this up as a problem for me so I can share with my students who are always asking, "When will I ever need this?"

Here's the answer in drawn form. If you can't figure it out, ask a local high-schooler, or their math teacher.

Problem: On a vehicle, the properly installed transmission cable for a 700r4 transmission should be pulled a total of 1.42" from idle to wide open throttle. On the throttle bell crank, we need to know what distance from the throttle pivot point to drill a hole so we can attach the cable. We know the throttle moves 78 degrees from idle to wide open throttle. Solve for "a".



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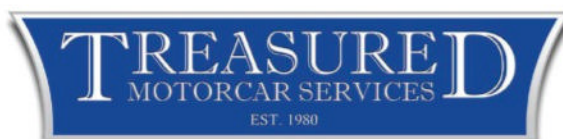
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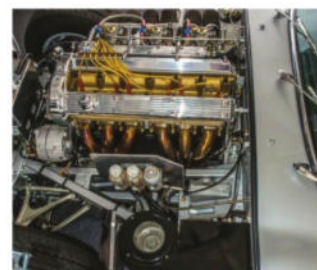
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Market Musings

Thinking about our cars

By David Brill

WHO, WHAT, WHEN?

It started when I was about four years old, building model cars. They have been a passion of mine ever since, although I don't think I knew what passion was at that point in my life. That passion drew me to all sorts of beautiful cars, and about 15 years ago, into an XJ40 Vanden Plas. Having started a truck club years earlier, I searched out my local Jaguar club, to be introduced to Bob and Alta Aldridge. They brought me into the fold and soon I was voted in as our VP and, the next year, the president of the Jaguar Club of Southern New England. That stint lasted at least eight years. In that time, I have held several positions within the club; I have been a judge at our shows and concours, and I'm still currently an active member. My business has really blossomed in the last few years, and coupled with my day job, keeps me very busy, unfortunately to a point where I don't get to see my fellow members as much as I'd like.

What is that business? I am a 'Finder of Lost Automotive Souls'—an automotive matchmaker, classic car broker and lover of all things automotive—in short, an 'auto archeologist.' Over the last 10-plus years, I have delved deep into the automotive market and have to say that I enjoy reading and learning about the various values and the ups and downs of our classic cars as much as a budding young trader on Wall Street. I saw editor Crespin's plea for post-Potts assistance and figured "I can do that!" So this is the first of my 'Market Musings.' I will apologize for any forays off the beaten path of our beloved Jaguar cars; however, that may happen as I fall down



A good driver-quality Series 1.5.

a rabbit hole of valuations and how other cars may relate to our JCNA world.

WHICH AND WHY?

I'm often asked about a 'numbers matching' vehicle, what it means and is it important? Yes, and well, sometimes no. Let's take a client's 1968 Series 1.5 E-Type OTS. She was restored about five years ago (the OTS, not the client), then driven about 1,000 miles and tucked away. She is nearly flawless in terms of her paint, interior and even undercarriage. She was built to be a wonderful driver, so she won't win any concours due to some inaccuracies under the hood. Her original block was cracked and a replacement was found that is date-correct. However, it is not numbers matching. I will say that among many Jaguar enthusiasts, especially when buying an E-Type, having all those numbers on the aluminum data plate match their corresponding assemblies is paramount at the high end of the market. Roughly \$40,000 worth of paramount for concours offerings, call it 30% -35% more than a comparable non-matching 'driver' Series 1.5. If you are investing, this may be important. For a car you want to drive far and

often, the lower-priced option can make more sense.

Does it make that much difference on an '89 XJS? Hardly. People want to know if the fuel lines have been replaced. Where is the rust? Does the top work correctly? My experience shows that on the more popular and valuable Jaguars, such as the XK120/140/150 and the Es, it makes the most difference. I don't think you'll see a 30% drop on an XK120 if she's not numbers matching, but you will suffer a loss. As we hit the "Marks," they're starting to garner a little more popularity. People will buy a Mk IV because of her beauty and elegance before they ask about whether the engine matches; if it does though, it can certainly help bring the value up just that little bit more... it's more like an added bonus. The same I find to hold true on the smaller Mk 1s and 2s. Disclaimer – these results may not be seen on every car or experienced by every buyer and seller.

We'll look at other issues in future columns. I hope you'll come along for the ride and please feel free to reach out with questions or ideas for future topics. 🐾

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AD INDEX

Beverly Hills Car Club.....	41, 43
Bremont Watch Company.....	5
British Marque Car Club.....	42
Classic Showcase	35
Donovan Motorcar Service	36
Gullwing	43
International Jaguar Festival	38
J.C. Taylor Insurance.....	43
Jaguar Land Rover North America.....	24, 25, 48
Jose Romero/Driversource	43
Koolmat	41
Lucas Classic Tires	41
Moss Motors, Ltd.....	9
Motorcars Incorporated	36
Muncie Imports & Classics.....	37
SignificantCars.com.....	19
SNG Barratt.....	47
Speed & Sport Chrome Plating.....	43
Sport & Specialty	19
Terry's Jaguar Parts	41
Treasured Motorcars.....	36
TYCTA, LLC	39
Welsh Enterprises, Inc.	2
XKS Motorsport	38

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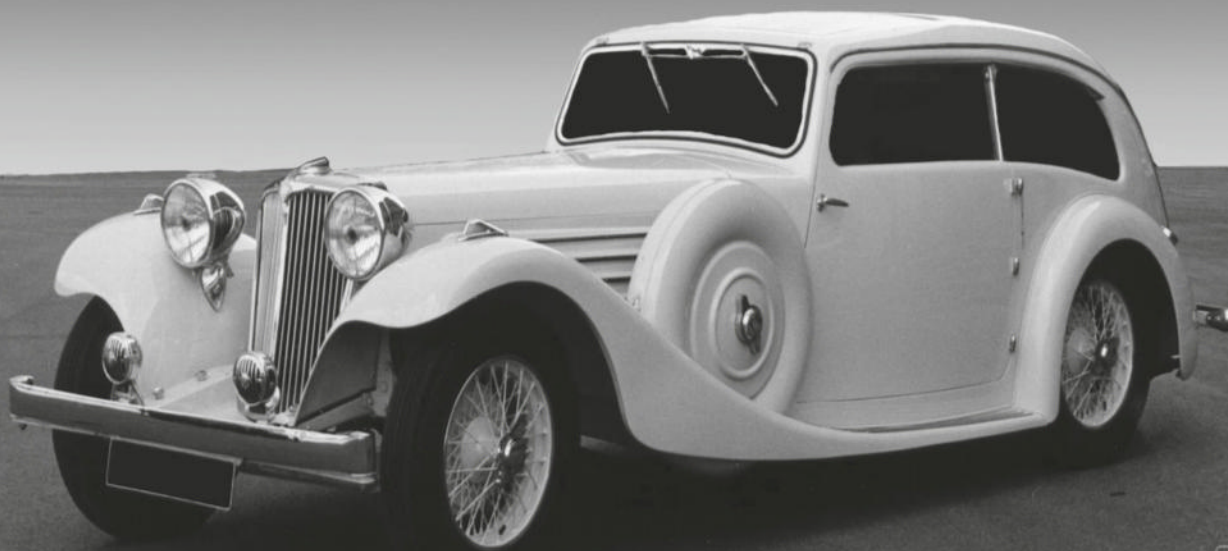
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NEWSLETTER AWARDS: This committee is now part of the Special Awards Committee.

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PROTEST COMMITTEE: Handles protests for Concours. – Knick Curtis, 4306 Pomona, Dallas, TX 75209, 214-542-2339, knickc@fastmail.fm.

PUBLICATIONS: Sells JCNA publications, including AGM Seminars, rule books, etc. – George Camp, publications@JCNA.com.

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SLALOM COMMITTEE: Handles Slalom results. Reviews and revises the Slalom rule book as necessary. Handles Slalom program protests. – John Larson, crs_slalom@jcna.com.

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WEBMASTER: Maintains JCNA Website and coordinates all postings, event results, forums, etc. – Jack Humphrey, 2760 Roundtop Drive, Colorado Springs, CO 80918, 719-930-4801, jagluver2@cs.com.

Don't forget your 60-year JJ archive. See JCNA website!



Events Calendar

NOTE TO ALL CLUBS:

This calendar for each issue is compiled from the events listed on the JCNA website, scanned about six weeks before you receive your issue. Please be sure to list any meetings well ahead of schedule so as not to miss out on having your event published in the Journal.

June 3, 2023: The annual Concours d'Elegance of the Delaware Valley Jaguar Club held in conjunction with the Cars and Motorcycles of England Car Show by the Delaware Valley Triumph Club. Event location is the Historic Hope Lodge, 553 S. Bethlehem Pike, Fort Washington, Pennsylvania. Contact: Jim Sjoreen, 610-989-3860.

June 4, 2023: Jaguar Owners Club of Los Angeles Annual Concours at Central Park in Huntington Beach. Contact: Mark Mayuga, 909-772-1075.

June 10, 2023: The Heart of America Jaguar Club Concours D'Elegance happens on The Square at Crown Center, 2450 Grand Boulevard, Kansas City, Missouri. A stunning location for the display and judging of Sir William Lyon's finest motorcars, along with scores of other British marques displayed among the fountains and trees of the Hallmark, Inc. Corporate Center in downtown Kansas City. Contact: Mark Short, 913-930-2082, email: jagguy74@gmail.com.

June 17, 2023: Jaguar Association of New England Spring Slalom. InControl Driving School, Old Air Naval Base, 215 Patriot Parkway, Weymouth, Massachusetts. Contact: Rich Hanley, 508-224-4571.

June 18, 2023: The Jaguar Touring Club of New Jersey will host 'Cats in the Garden XVI' at Van Vleck House and Gardens in Montclair, New Jersey, on June 18 (rain date June 25). Come celebrate Father's Day and admire eight decades of vintage, classic and modern Jaguars. Tailgating is encouraged, prizes on offer, but this is not a JCNA judged event. For more information, please visit our website, www.jtc-nj.net. Contact: Paul Maletsky, 973-575-8737.

June 24, 2023: Big Cats in RiNo. The Rocky Mountain Jaguar Club will hold its 2023 Concours d'Elegance at the spectacular Forney Museum of Transportation located in Denver's River North Art District, 'RiNo,' on this date. The museum is located at 4303 Brighton Blvd. Contact: Vince Lane, 720-220-6361, email: blcswjvd@msn.com.

June 25, 2023: The Jaguar Club of Southern New England will hold its annual Concours d'Elegance at beautiful Lyman Orchards located in Middlefield, Connecticut. There will be JCNA judging and other special classes. Contact: Martha LeClair Worley, 860-212-0361.

July 15, 2023: San Diego Jaguar Club's 59th annual Concours d'Elegance is returning to Spanish Landing Park, directly across the street from San Diego International Airport. Concours registration will open soon. It will be online through our website only – there are no paper registration forms. Stay tuned for registration information as soon as it is finalized. Contact: Mark Hodges, 619-890-0149, email: webmaster@sdjagclub.com

July 21-22, 2023: Please save this date for the Jaguar Club of Victoria's annual 'Jaguars on the Island' extravaganza, North America's largest Jaguar show. Location is Windsor Park, Oak Bay, Victoria, British Columbia. More details will be available as the event gets closer. Contact: Carole Borgens, 604-514-8414.

July 27, 2023: The Carolina Jaguar Club's 2023 'Head to the Mountains' concours d'elegance at the beautiful Switzerland Inn located just off the famous Blue Ridge Parkway in Little Switzerland, North Carolina. Registration will open around April 1. Check back for more details. Contacts: Brad & Barbara Merlie, 704-506-9130.

August 5, 2023: Wisconsin Jaguars Ltd. will again hold its 2023 Concours on the grounds of the Corners of Brookfield shopping center. Contact: John Boswell, 414-840-1317.

August 5, 2023: The Jaguar Club of Ohio's 2023 Concours d'Elegance. Please join us for our 50th annual concours at Ursuline College, located at 2550 Lander Rd., Pepper Pike, Ohio. The event will be held on in conjunction with the European Auto Show. Contact: Juan Becerra, 440-320-9873, email: j.becerra79@yahoo.com.

August 12, 2023: The Jaguar Association of New England will be celebrating its 50th Concours d'Elegance Festival on August 12 at Longfellow's Wayside Inn – the country's longest (1716) continuously operating inn in the country, located on the original Boston Post Road, in Sudbury, Massachusetts. This notable event is not to be missed by any Jaguar aficionado, who will enjoy one of the largest display of Jaguars in North America. For further information, please go to <https://jagne.org/jane/events.cfm>. Contact: Daniel Graf, 617-216-9703, email: danielgraf100@yahoo.com.

August 13, 2023: The Ontario Jaguar Owners Association's 55th Concours d'Elegance will be held once again at the fabulous Canadian Warplane Heritage Museum, containing almost 50 military aircraft and displays spanning from WW II to the present. The OJOA concours and 12.00 noon dinner both take place in the hangar surrounded by aviation classics. The museum is at Hamilton International Airport, 9280 Airport Road, Mount Hope, Ontario, less than a 1-1/2 hour drive from the Buffalo border crossing. All CNA required classes will be judged. Contact: Mike Parry, 647-472-3465, email: mikeparry617@gmail.com.

August 18-20, 2023: "Jaguars at Saratoga" is the signature event of the Capital Region Jaguar Club of New York. Friday dinner at the historic Gideon Putnam Hotel (reservations required). Saturday Jaguar Lawn Show at the Saratoga Automobile Museum, 9:30 AM to 2:30 PM. The museum is located at 110 Avenue of the Pines, Saratoga Springs, NY 12866. On-site food vendors. Rain date 8-20-23. JCNA sanctioned rally and tour follow, Sunday morning, August 20.

Saratoga Springs is home to world-class thoroughbred horse racing. See www.saratogaracetrack.com for more information. See the Saratoga Battlefield, a National Historic Park, or Saratoga Performing Arts Center (<https://spac.org>) adjacent to the auto museum (www.saratogaautomuseum.org) in beautiful Saratoga State Park.

For more information or to register for go to www.crjcn.org/jaguars-at-saratoga. You can contact us at contactcrjcn@gmail.com, or call 518-283-4534.

September 9, 2023: Come to the British Car Festival sponsored by the Jaguar Touring Club at Tinicum Park Polo Club, 961 River Road, Erwinna, Pennsylvania, on Saturday, September 9. Admission is \$10 per car. Tailgating is encouraged, as there will be no food available for purchase at the event. Prizes will be awarded. Gates open at 12 p.m., the match begins at 2 p.m. In case of inclement weather, please call the Polo Hotline at 908-996-3321. Contact: Laura Lee 201-415-5239; email: jaglady1012@gmail.com.

September 10, 2023: 50th Anniversary Vanderbilt Jaguar Invitational Concours d'Elegance. Sponsored by the Jaguar Drivers Club of Long Island, the JCNA-sanctioned event will include Driven, Championship and Special classes. Awards for the first three places in each class. For additional information go to the club website. www.jaguardrivers.com. A separate concours will be held for other British and selected international and special interest cars approved by the concours committee. These cars will be judged under Concours Sanitaire rules. To help celebrate this 50th anniversary milestone, period clothing will be the order of the day. Contact: Mike Carroll, 516-607-6074, email: mascl300@aol.com.

September 16, 2023: Jaguar Club of Pittsburgh Concours d'Elegance. Join us at Fox Chapel Yacht Club in Pittsburgh, Pennsylvania. Trophies will be awarded in Champion, Driven and Special classes according to JCNA rules. Display Jaguars also will be welcome. Contact: Bryan Williams, 412-751-2355, email: allwrite2@aol.com.

September 23, 2023: Jaguar Association of New England Fall Slalom. InControl Driving School, Old Air Naval Base, 215 Patriot Parkway, Weymouth, Massachusetts. Contact: Rich Hanley, 508-224-4571. 🐾

Member Spotlight

David and Patricia Reilly

By Nicole Smart



David and Patricia Reilly

In February, JCNA lost one of our long-time members, David Reilly, husband to Patricia for 58 years and proud owner of a 1967 Jaguar S-Type they purchased new from Jaguar's Browns Lane factory. David left a positive and indelible mark on JCNA, notably by his leadership in creating the Preservation class and its corresponding judging rules.

A 2018 *Hemmings Sports and Exotic Car* article detailed the story of how David and Patricia prepared the car for storage in his parents' northwest garage from 1970 to 1980, during an unexpectedly prolonged employment overseas. Upon their return stateside, they retrieved the car and it was as if time had paused for a decade; the drive home to Pennsylvania was fairly uneventful. No doubt David's achievements in math, aviation and aerodynamics influenced his strategic storage method and his ability to perform all the maintenance needed to keep the car in top condition for more than half a century.

The car has been driven regularly over the years in rallies and tours and been pushed to its limits on a drag strip. Top billing, however, goes to the story of it being driven in 1998 by Patricia's childhood hero and British race car driver, Sir Stirling Moss. While the couple



David and Stirling Moss in Virginia.

was in Virginia on special invitation to a Jaguar marketing event, Moss requested to drive the car because he had never driven an S-Type!

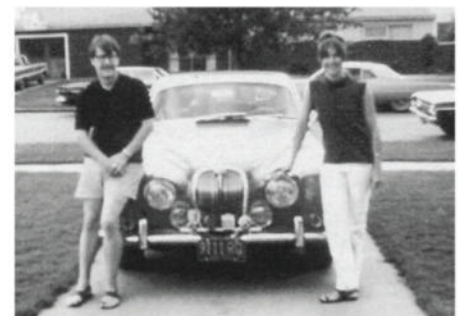
When the Reillys showed the car at JCNA events and collected awards, the Driven and Restoration categories didn't quite fit. It became clear to David that a new concours events would benefit from a class that includes consideration for originality as well as condition, so JCNA's Preservation class was born. David and a small team of other S-Type owners thoughtfully developed a rubric for judging rules, with special weight given for balancing originality with the apparent perfection a restoration can provide.

In the late 1990s, the couple undertook the arduous task of compiling a list of all the S-Types they could find worldwide, founding the International Jaguar 'S'-Type Register. Members can register their S-Type by providing chassis and serial numbers for various components, plus other details and register alongside more than 700 of these cars from 26 countries. The couple also published a newsletter several times per year, featuring technical guidance, entertaining stories and historical information for fellow S-Type enthusiasts. Several

followers posted condolences on the website's forum, including a Columbia member named Rolly: "I missed seeing David at a club drive last weekend... He was such a gentleman and an irreplaceable source of Jaguar knowledge." A Phoenix member named Tom said, "He was so intent upon getting enough of the knowledge he had out to everyone who had an interest in these wonderful cars."

After moving from Arizona to South Carolina four years ago, David discovered the Coventry Foundation – a local non-profit in nearby Columbia focused on preserving Jaguar heritage in all its forms. He became their tireless research and library volunteer. Last April they attended the Tartan Day South Historic Speedway and Carolina British Car Classics show and the striking red car was used as the foreground subject for a photo.

While David's presence is gone, a wealth of expertise and experience he shared so passionately shall remain in the annals of S-Type history, preserved by the *Register*, the Coventry Foundation and shared memories from friends in JCNA. Davis is survived by Patricia, and their children, Lesli and Graham. 📍



David and Patricia S-Type in their younger days.



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